

The development program for the South Andrews study area is presented in tabular form on the following pages. The program lists an assumed allocation of uses at eventual build-out, estimated to be 20 years in the future. For clarity in identifying the type of development proposed on specific properties, the site has been subdivided into numbered blocks, as defined on the Development Parcels Plan, Figure 5.1. Each block number appears in the far left hand column of the program.

For each block, a proposed program is itemized by use and total area of residential and commercial construction, as well as the amount of parking provided. An assumed height of building is also indicated. This program assumes a fairly aggressive redevelopment of the area, although the actual development intensity in some cases could easily exceed the amounts assumed. Existing buildings are assumed to remain in place only if they are either of historic significance or if they are of sufficiently new or substantial construction to remain in good condition over the next 20 years.

While the overall totals for new development are large numbers, it must be remembered that this represents cumulative development over 20 years. It also assumes that the current attitudes toward infill development will be re-evaluated so that reasonably dense development can happen.

The total amount of new development proposed appears at the bottom of the chart. It breaks down as follows:

- 1.94 million square feet residential
- 1.45 million square feet commercial
- 350,000 square feet flex/warehouse space

The residential square footage represents approximately 1500 dwelling units, mostly mid-rise flats, but also including about 300 townhome

units. The commercial space includes about 1 million square feet of office space, 250,000 square feet of retail space, and 200,000 square feet of civic/institutional uses, primarily the Women in Distress shelter and the multi-modal transit station.

The eventual projected total for development in the study area is approximately 5.4 million square feet. With a total site area (excluding right-of-ways) of 83.7 acres, this calculates to an overall floor area ratio of about 1.48. This includes the Broward General Medical Center complex. Since it is so intensively developed, it tends to skew the numbers for the rest of the study area. If we deduct the hospital, the overall intensity of development is 3.8 million square feet on 65.5 acres, for an FAR of 1.33. This represents fairly intensive development, averaging 4-5 stories in height over the majority of the study area, and requiring a high percentage of structured parking.

The development program also calculates a parking balance for the study area, as shown in the three columns on the right hand side of the chart. For each line item in the program, a required parking amount is calculated, based on the square footage programmed. This is then compared to the actual parking provided, broken down into on-site and curbside parking. For purposes of this calculation, the curbside parking immediately abutting each block was counted.

The parking ratios used for the required parking calculation were as follows:

Commercial	3.5 spaces per 1000 square feet
Residential	1.5 spaces per 1000 square feet
Flex	0.5 spaces per 1000 square feet

These parking ratios are slightly below what a typical suburban code would require for similar uses. In this case, however, the cumulative

effects of such strategies as shared use and alternative transit merit a reduction in parking ratios.

Leaving the hospital and its two parking garages out of the calculation, the program provides about 6900 on-site parking spaces and nearly 1000 on-street parking spaces, for a total of almost 7900 spaces. This compares to about 7200 spaces as the calculated requirement, so that the program provides adequate parking for all uses. Although parking subtotals for each individual block are not shown, it may be readily seen that some blocks do not have sufficient parking, while others have excess parking. As discussed elsewhere in this report, a key element of this redevelopment plan involves various strategies for consolidating and re-assigning parking so that it does not have to be provided on the same site as the proposed development.

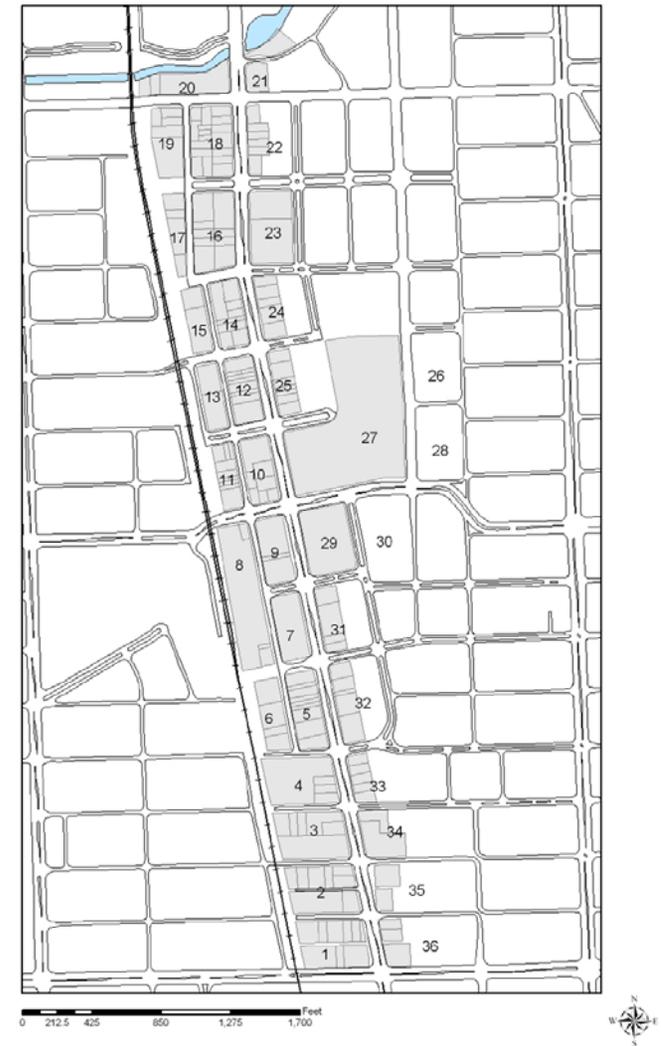


Figure 5.1 Development Parcels Plan